

HUERTA AND WILSON DELAYS CAUSE ANXIETY

Peace Workers Alarmed  
Lest Either Rejects Plan  
Submitted.

PROGRESS BLOCKED AT NIAGARA FALLS

Mediators Perplexed by  
Advances Made to Them  
by Rebel Agent.

BRYAN'S DENIAL FUTILE

Administration Reported Per-  
turbed by Publication of  
A B C Agreement.

By GEORGE GRISWOLD HILL.  
Niagara Falls, Ont., May 30.—Watch-  
ful waiting has been transferred from  
Washington to Niagara Falls. No  
word has been received from either  
Washington or Mexico City, and in the  
absence of information as to the ap-  
proval or disapproval of the affected  
governments the mediators could make  
no progress to-day.

Prolonged delay at Washington will  
cause surprise, for the reason that the  
administration there has been advised  
of every step taken in the peace con-  
ference, and no assent has been given  
by the American delegates, even to the  
least important propositions, without the  
consent of the far more extensive powers  
and the comparative difficulty of tele-  
graphic communication with Mexico  
City the plan agreed upon here will  
have to be examined there almost ab-  
initio, so that a reply from that capi-  
tal may naturally be somewhat de-  
layed.

There is reason to believe that the  
Wilson administration has been con-  
siderably perturbed and its plans some-  
what deranged by what it terms the  
"premature" publication of the agree-  
ment here—a publication which Secre-  
tary Bryan denied until denied became  
futile. President Wilson sent to his  
delegates here the most positive in-  
structions to keep the agreement secret,  
presumably pending his consultations  
with the Constitutionalists, as he did  
not wish the hopes and expectations of  
the American people raised until he  
was certain that the Constitutionalists  
were satisfied with the plan.

The mediators, with the assent of  
the American delegates, have devised a  
means of saving Huerta's face, of mak-  
ing a bridge by which he may easily  
and gracefully cross from his present  
office to retirement.

Repugnance to Huerta.

If President Wilson rejects this  
bridge because of his intense personal  
repugnance to Huerta that also will  
cost the lives of thousands of Ameri-  
cans. For these reasons it is con-  
fidently believed here that Washington  
will accept the plan of agreement, al-  
though it may delay that course for a  
time.

Another occasion of embarrassment  
to the administration is the recent  
landing of great stores of arms and  
ammunition for Huerta. Whether or  
not this was done with the consent of  
the administration is not clear here,  
although there is no doubt among the  
experts that the United States was  
bound by the armistice to refrain from  
interfering with such landing. But if,  
either for the purpose of further aid-  
ing the Carranzistas or humiliating  
Huerta, the peace plan is rejected, the  
administration will be blamed, not  
alone for precipitating war but for  
having permitted the landing of arms  
and ammunition which will be used  
against Americans.

Undue delay on the part of the ad-  
ministration would immediately give

Continued on page 3, column 3

This Morning's News.

THE MEXICAN SITUATION.	
Peace Conference Forced to Wait.	1
Bryan Restores Embargo on Arms.	3
Right to Mine Vitranga Denied.	3
Marines Scorn Rebuff—by Davis.	3
LOCAL.	
Blaine Collier for Disaster.	1
Mystery in McClure Death.	1
Roosevelt Sails for Spain.	1
"Dare" Costs Life of Bride.	1
Sure Whitman Will Lead Ticket.	5
Workhouses in Yearly Parade.	6
Columbia Commencement Plans.	11
Salvationists Sail for England.	11
May Probe Coroner's Office.	12
Merchants Oppose Tube Change.	12
GENERAL.	
Wilson Yields to G. A. R.	7
May Not Accept Morgan Offer.	7
FOREIGN.	
Americans in London.	8
New Irish Leader Looms Up.	8
New Traction Expert for London.	8
Aquiline Passengers Scared.	8
Cold Spell in Paris.	8
Ambassador Gerard Ill.	9
Press Censorship in Austria.	9
"Crimes of Passion" in Berlin.	9
MISCELLANEOUS.	
Shipping.	7
Weather.	7
Editorial.	10
Obituary.	10
Sporting Section.	Part 2
Real Estate—Part 4.	1, 2, 3, 4 and 5
Financial—Part 4.	6 and 7

I.W.W.'S IN TARRYTOWN JAIL

Woman and 11 Men Try to  
Orate in Rockefeller Town.

Twelve I. W. W.'s tested the "right  
of free speech in the Pocantico Hills  
country" last night according to sched-  
ule and previous announcement. And  
twelve I. W. W.'s tested the accom-  
modations of the Tarrytown jail, which  
was not according to previous an-  
nouncement.

Eleven I. W. W. men, led by a  
woman who answers Becky Edelson's  
description, reached Tarrytown last  
night, and at Wildcat and Fountain  
Square produced a soap box, upon  
which Arthur Caron mounted.

Mr. Caron began to talk right away.  
He said: "The Colorado strikers, men,  
women and children, were murdered.  
John D. Rockefeller, jr., murdered  
them. He is their murderer, and he  
lives right here."

The speaker got no further. He was  
pulled off the box and hustled to jail.  
The woman said to be Becky Edelson  
took his place on the soap box. She  
did not even get started. Police Ser-  
geant Delaney hurried her to jail. She  
resisted search at the station and a  
book was taken from her by force.

R. B. MCCLURE ENDS HIS LIFE BY SHOT

Mystery Surrounds Suicide  
of Publisher's Brother  
at Home.

Robert Bruce McClure, of 15 Glen-  
brook Place, Park Hill, Yonkers, a  
brother of S. S. McClure, the founder  
of "McClure's Magazine," is dead at  
his home from a gunshot wound. The  
fact of his death was disclosed yester-  
day afternoon. He committed suicide  
at 9 o'clock Friday night.

Mr. McClure was forty-nine years  
old. He came to Yonkers four months  
ago. Formerly he was at the head of  
the McClure Syndicate, but withdrew  
about a year ago.

After retiring from business Mr. Mc-  
Clure took a trip in the West. He  
leaves a wife, three sons—Bruce, Colin  
and Kenneth—and Jean, a daughter,  
the youngest child.

Coroner Dunn would neither affirm  
nor deny that Mr. McClure left two let-  
ters, which had been put into his hands.  
Coroner James H. Dunn last night  
officially stated that McClure committed  
suicide.

The members of the family do not  
deny the suicide, although they at first  
tried to create the impression that he  
had been shot while cleaning his gun.  
After dinner Friday McClure went  
up to his room and later to a servant's  
bedroom on the third floor.

About 9 o'clock members of the  
family were startled by the report of a  
gun. Mrs. McClure rushed up stairs  
and found her husband lying dead on  
the bed with the gun beside him. He  
had placed the muzzle beneath his  
chin and pulled the trigger. His head  
was nearly blown off.

In the house with the mother at the  
time were her son, Colin, fifteen years  
old, and daughter, Jean, six.

Mr. McClure was one of four broth-  
ers, the others of whom are Colonel  
S. S. McClure, president of the S. S.  
McClure Company, which publishes  
"McClure's Magazine"; T. C. McClure  
and John. Robert Bruce McClure was  
the youngest. He was born in Ireland,  
and his mother brought the family to  
the United States in 1868, when he was  
one year old.

He joined S. S. McClure in business  
early in life, and the two formed the  
newspaper syndicate. Robert Bruce  
represented the magazine in London,  
and he spent much of his business life  
there until 1903, when he returned to  
New York to take charge of the book  
publishing end of the McClure-Phillips  
Publishing Company.

Continued on page 11, column 3

"DARE" CAUSES BRIDES DEATH DROWNS WITH FRIENDS NEAR

Mrs. David Crawford Hurlled Into Hudson by Wash of  
Steamer While in Boat to Photograph  
Merry Party Aboard Yacht.

As the result of refusing to take a  
"dare," Mrs. David Crawford, twenty-  
four years old, of 715 East 237th st., a  
bride of less than five months, was  
drowned in the Hudson River yester-  
day, and George Baldwin, a friend, al-  
most shared her fate. Baldwin was  
revived after Dr. Robert Denniston, of  
Dobbs Ferry, had worked over him for  
more than an hour.

Mr. Crawford, who is an estimator  
for the American Bridge Company, and  
his wife were members of a merry  
party of several young couples who  
hired Captain Julius Stewart's steam  
yacht Irene to spend Decoration Day  
on the river. On the way up Mrs.  
Crawford took a number of snapshots  
of the excursionists.

COLONEL TO WAR ON BARNES AND MURPHY

'Sub-Bosses Must Go, Too,'  
He Says in Statement Ere  
He Sails Abroad.

WILL OPEN STATE FIGHT ON HIS RETURN

Condemns Wilson Administration  
for Making 'Pinch of Pov-  
erty' Felt in Nation.

Before sailing for Europe yesterday  
to attend the wedding of his son Ker-  
mit Colonel Roosevelt dictated a state-  
ment in which he declared the Wilson  
administration's attitude on the tariff  
and the trusts had placed business in  
jeopardy and caused "the pinch of pov-  
erty to be felt in many a household."

He also attacked William Barnes and  
Charles F. Murphy, and declared that  
they, their under bosses and the system  
on which they thrive must go.

The people of this state, he said, had  
grown bitterly indignant at the sec-  
saw rule of the Barnes and Murphy  
machines in the state government, and  
in no state were the evils of bipartisan  
boss rule more concretely illustrated  
than in New York.

"Time to Clean House."

Speaking of the state as run by the  
Barnes and Murphy machines, the  
Colonel said the government was pri-  
marily administered with a view to the  
political advantage and the personal  
enrichment of certain political leaders.

The Colonel declared it was time to  
clean house in New York, and ended  
his statement with what many regard  
as a promise to endorse District At-  
torney Whitman for Governor if he is  
nominated by the Republicans, or any  
other anti-Barnes Republican.

It is believed that Colonel Roosevelt  
will come out formally for District At-  
torney Whitman shortly after his re-  
turn from Europe. He is due back June  
24. His statement in full follows:

Since my return from South Amer-  
ica I have received hundreds of tele-  
grams and letters from all over the  
country requesting statements from  
me on the political situation. It  
has been utterly impossible to reply  
to these communications, first, be-  
cause of lack of time, and second,  
because it must be remembered that  
I have been out of the country for  
nearly eight months and have been  
home only ten days and therefore  
have not been able to acquire the  
necessary information that will en-  
able me to respond intelligently to  
many of the inquiries made of me.

When I return from abroad I shall  
at once take up actively the political  
situation. It goes without saying  
that I intend, to the utmost of my  
ability, to do all that I can for the  
principles for which I have contend-  
ed and for the men throughout the  
country who have stood so valiantly  
in the fight that the Progressive  
party is waging and has waged for  
these principles.

There is widespread apprehension  
among our people. The pinch of  
poverty is felt in many a household.  
We cannot ignore the conditions  
which have brought about this state  
of things. The cost of living has  
not been reduced. Not the slightest  
progress has been made in solving  
the trust question. It has been  
shown that the reduction of the  
tariff in no shape or way helps  
toward this solution.

The economic conditions are such  
that business is in jeopardy and that  
the small business man, the farmer  
and the industrial wage-worker are

Continued on page 11, column 3

KENDALL BLAMES THE STORSTAD FOR BACKING AFTER IMPACT, THUS SHUTTING OFF ALL HOPE

CAPTAIN ANDERSON OF THE STORSTAD.



CHARGES STORSTAD LET PASSENGERS DIE

Prominent Montreal Lawyer Denounces "Odious Inso-  
lucence" of Crew and Captain of Collier—Thinks  
Explosion Killed Many on Unfortunate Empress.

BY M. COUTURE.  
Editor of only newspaper published in Rimouski and first correspondent to  
obtain details of disaster.

Rimouski, Quebec, May 30.—The Em-  
press of Ireland left Quebec Thursday  
afternoon at about 4:35 o'clock, having  
on board 1,476 persons, comprising  
1,061 passengers, of which 87 were of  
the first class, 258 of the second and  
716 in the steerage. The officers and  
crew numbered 415. The ship had been  
in charge of Pilot Adolphe Bernier as  
far as Father Point, and it was barely  
a quarter of an hour after Pilot Bernier  
had left his post that the catastrophe  
occurred. It seems to be the general  
impression that the fog was the sole  
cause of the frightful collision, which  
took place opposite St. Luc, about a  
mile from the shore, at a place where  
the water is from twenty to thirty  
fathoms in depth. One of the sur-  
vivors, Louis Gosselin, a well known  
Montreal lawyer, gives a particularly  
vivid account of his experience.

"I had left on a business trip for  
London and Paris in company with my  
friend, Lionel Kent, also of Montreal,"  
said Mr. Gosselin. "Our cabin was on  
the upper tier, with the door opening  
directly upon the deck. I had been  
reading in my berth until about 2  
o'clock in the morning, and was just  
dropping off to sleep when I felt a  
violent shock which seemed positively  
to break the ship in two. I rushed  
from my cabin to the deck, and there I  
saw the bow of another ship deeply  
imbedded in our side.

Turned Prow in Wound.

"I returned quickly to my cabin and  
warned my companion of the accident,  
but not believing the danger as grave  
as it really was I dressed a little slow-  
ly. Upon returning to the deck I saw  
that the two ships were drawing apart.  
The Storstad had entered the Empress  
a little obliquely, about a third of her  
length from the bow, and in withdraw-  
ing had widened the hole by turning  
her prow within the wound, so that at  
the moment the two boats finally sepa-  
rated the stern of the Storstad nearly  
touched the stern of the Empress. Im-  
mediately afterward our vessel began  
to list further and further over to the  
side on which the breach had occurred,  
until the water poured in in a verita-  
ble torrent. This all took about ten  
minutes.

"Five minutes after the water began  
to rush in I saw a gigantic ball of  
water rise to the surface of the river  
and hurl itself fifty feet into the air  
without any other noise than a smothered  
detonation. Apparently the boilers  
had exploded, a catastrophe which  
must have killed a very large number  
of sailors and passengers.

"While the ship was preparing for  
the final plunge I met my friend and  
saw that he had put on a life belt. I  
went to my cabin to get one for my-  
self, and upon my return Mr. Kent had  
disappeared. I saw five or six men  
trying to launch a lifeboat, but the  
darkness was so great that we could  
not make out the manner to work the

ON RUNAWAY, CLIMBS TREE  
Priest, on Galloping Horse,  
Catches Branch and Is Safe.

Chatham, N. J., May 30.—Father  
Hampton, pastor of St. Patrick's  
Church, started out for a ride this  
morning in the Long Hill section.  
Frightened by a passing automobile,  
the animal bolted, and, dashing from  
the roadside into a wooded section, was  
struck by a branch of a tree.

Captain of Canadian Liner Empress of Ireland  
Testifies That His Vessel Was Rammed  
While Motionless.

DEATH LIST NOW 964; SAVED, 403

All on Doomed Ship Were Under Perfect Control, Reports  
Say, Officers and Men Doing Everything Possible, While  
Passengers Accepted Situation Without Fear or Panic.

Captain Kendall, who lost his ship and 964 lives in the St. Law-  
rence River Friday morning, only 403 passengers and crew, almost  
equally divided, surviving, blamed the disaster on the collier with  
which the Empress of Ireland was in collision when he appeared yester-  
day before the Coroner in Rimouski to tell his story.

"What was the cause of the collision?" he was asked.  
"The Storstad running into the Empress, which was motionless,"  
he replied, with emphasis.

Representatives of the collier maintained strict silence, except to  
say that charges placing the responsibility on their captain were prob-  
ably unfounded. The collier proceeded slowly up the river to Quebec,  
where surly indifference was maintained, and then steamed on to  
Montreal.

BITTER ATTACK ON COLLIER.

This attitude, reported from Quebec by The Tribune's staff cor-  
respondent, received confirmation from the scene of the disaster. The  
French editor in Rimouski, publisher of the only paper there, sent The  
Tribune an interview with a prominent Montreal lawyer severely  
criticizing Captain Anderson and the Storstad's crew for what he  
termed their "odious insolence."

While the Empress of Ireland gave way before the onslaught of  
the sea against her unprotected amidships, and passengers and crew  
struggled in the water, the men of the collier remained indifferent and  
passive, the lawyer maintained. It was reported from another source  
that the Storstad withdrew to a point a mile and a half from the dis-  
aster and remained without headway while its victim disappeared,  
picking up those who succeeded in reaching its side; showing, how-  
ever, even then a disposition to be put out by the delay in passing  
along upriver.

Quebec awaited the arrival of the Lady Grey, with 175 bodies.  
The city was stunned by the catastrophe, and its grief was silent but  
none the less present.

SPECTRE OF "CRIPPEN'S CURSE."

In the quaint Canadian city rose the rumor that the captain's  
first thought when his ship was struck was of the alleged words of  
Dr. Crippen, famous English murderer, who was taken from the  
Montrose in 1910 and landed at Father Point by Captain Kendall,  
then in command of the Montrose. The doctor, report had it, pre-  
dicted that his captor would one day lose his ship. Whether the  
story is true or not, Captain Kendall did lose his ship, and near Father  
Point.

Considerable difference of opinion was expressed concerning the  
cause of the accident and the conditions surrounding it. Some said  
the night was clear as a bell; others, that fog was on the river when  
the ships crashed. All agreed that the conduct of officers and all on  
the Empress was unexcelled.

QUEBEC IN SORROW AWAITS MORTUARY SHIP'S 175 BODIES

BY WILLIAM L. CURTIN.

Quebec, May 30.—The most appalling  
feature at this port of the loss of the  
Canadian Pacific liner Empress of Ire-  
land is expected early to-morrow  
morning with the arrival of the Canadian  
government boat Lady Grey, which has  
on board nearly 175 bodies.

The mortuary vessel left Rimouski  
shortly after noon to-day, but is pro-  
ceeding slowly on a schedule that will  
bring her to this port at dawn. This  
plan was arranged so the work of ar-  
ranging the victims might be accom-  
plished in daylight.

While the catastrophe has been a  
shock to the entire municipality there  
has been little outward show of ex-  
citement. Flags on the government  
buildings have been set at half-staff.  
The new Allan liner Alsatian and a  
French passenger carrier from Havre,  
the only vessels in the harbor, have  
their ensigns lowered.

Many of the survivors who lost  
friends or relatives on board are being  
cared for in various parts of the city  
awaiting the ordeal of identifying  
bodies to-morrow. Members of the lost  
vessel's crew are on the Alsatian.

Searching Probe Started.

In their anxiety to care for the saved  
travelers and crew little has been done  
in the matter of inquiry into the cause  
of the collision, but a searching investi-  
gation, which will require much time,  
will be started. Such a fatality oc-  
curring at the very gateway of the St.  
Lawrence will, it is feared, have a most  
depressing effect on Canadian shipping  
regardless of the fixing of responsi-  
bility.

Confined to his bed in a temporary  
hospital at Rimouski lies Captain Ken-  
dall, master of the sunken Empress.  
Reports from his bedside say his nerves  
are so badly shattered that it is im-  
possible to talk with him about the loss  
of his vessel.

He went down with her after doing  
his utmost to save the lives of passen-  
gers entrusted to his care. One of the  
lifeboats that got away before the Em-